

**I-405 Executive Committee Meeting  
July 23, 2002  
Draft—Meeting Summary**

*The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.*

**Executive Committee members in attendance**

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> <b>George Kargianis</b><br>Chair                    | <input checked="" type="checkbox"/> <b>Rob McKenna</b><br>Transportation<br>Improvement Board | <input type="checkbox"/> <b>Dan Mathis</b><br>FHWA                         |
| <input type="checkbox"/> <b>Sants Contreras (Alt.)</b><br>City of Kirkland              | <input checked="" type="checkbox"/> <b>Sen. Horn</b><br>WA State Senate                       | <input type="checkbox"/> <b>Sen. Margarita Prentice</b><br>WA State Senate |
| <input checked="" type="checkbox"/> <b>Connie Marshall</b><br>City of Bellevue          | <input checked="" type="checkbox"/> <b>Bob Edwards</b><br>PSRC                                | <input type="checkbox"/> <b>Randy Corman</b><br>City of Renton             |
| <input type="checkbox"/> <b>John Okamoto</b><br>WSDOT                                   | <input checked="" type="checkbox"/> <b>Rosemarie Ives</b><br>City of Redmond                  | <input type="checkbox"/> <b>Steve Mullet</b><br>City of Tukwila            |
| <input checked="" type="checkbox"/> <b>Dick Paylor</b><br>City of Bothell               | <input checked="" type="checkbox"/> <b>Joan McBride</b><br>City of Kirkland                   | <input type="checkbox"/> <b>Grant Degginger (Alt.)</b><br>City of Bellevue |
| <input checked="" type="checkbox"/> <b>Sonny Putter</b><br>City of Newcastle            | <input type="checkbox"/> <b>Pam Carter (Alt.)</b><br>City of Tukwila                          | <input type="checkbox"/> <b>Aubrey Davis (Alt.)</b><br>WSTC                |
| <input checked="" type="checkbox"/> <b>David Dye (Alt.)</b><br>WSDOT                    | <input type="checkbox"/> <b>Dave Gossett</b><br>Snohomish County                              | <input type="checkbox"/> <b>Jeff Sax</b><br>Snohomish County               |
| <input checked="" type="checkbox"/> <b>Rep. Cheryl Pflug</b><br>WA State House of Reps. | <input type="checkbox"/> <b>Rep. Christopher Hurst</b><br>WA State House of Reps.             | <input type="checkbox"/> <b>Tom Paine (Alt.)</b><br>City of Redmond        |
| <input checked="" type="checkbox"/> <b>Chuck Mosher</b><br>Sound Transit                | <input checked="" type="checkbox"/> <b>Harold Taniguchi</b><br>King County                    | <input type="checkbox"/> <b>Tim Olsen</b><br>City of Bothell               |

**Staff and Observers**

Chris Johnson, King County  
Kim Becklund, City of Bellevue  
Mike Lindbloom, Seattle Times  
Dwight Baker, City of Kirkland

Mary Alyce Burleigh, City of Kirkland  
Johannes Kurz, Snohomish County  
Ann Martin, King County DOT  
Jeff Switzer, Eastside Journal

### **CALL TO ORDER**

Chairman Kargianis called the meeting to order at 9:07 a.m. He asked for any public comment. There was no public comment.

Chairman Kargianis asked for approval of the previous meeting's minutes. The minutes were approved.

He reviewed the Agenda for Today:

- Program Update
- Environmental Demonstration Projects
- Review Implementation Plan Options
- Recommendations and Feedback on Concepts
- Review Tolling Analysis

Chairman Kargianis said staff is looking for a recommendation today from the Executive Committee for the Referendum 51 package to pass along to the WSDOT Secretary.

### **PROGRAM UPDATE**

Future Executive Committee Meetings:

- Sept. 26, 2002  
9:00 a.m. – 12:00 p.m.  
Kirkland City Hall
- Oct. 22  
9:00 a.m. – 12:00 p.m.  
Kirkland City Hall
- Nov. 19, 2002  
9:00 a.m. – 12:00 p.m.  
Kirkland City Hall

Mr. Stone said the next scheduled Executive Committee meeting is on 9/26 but staff is considering calling an early September meeting depending on what RTID needs. He said staff would assess the situation in August. He asked if the committee wants to hold a September date now to confirm later if necessary? Several members asked if the September 26 meeting could be moved to avoid conflicts. Paul Bergman said he would e-mail out some other possible dates.

### **Summer Speakers Bureau:**

- Kirkland Houghton Neighborhood June 11
- Bellevue Chamber – BDA: June 11
- Eastside Realtors Assoc.: June 14
- Issaquah Chamber: July 11
- Providence Pt. Kiwanis: July 19
- Greater Redmond TMA: August 7
- 41.5 Homeowners (Bellevue) Assoc.: Sept. 11
- Greater Bothell Assoc.: Sept. 26
- Kenndale Neigh. Assoc.: Oct TBD
- Bellevue Neighborhood Network North: TBD

Mr. Stone said feedback from the briefings have been very positive.

Mr. Putter asked what the major discussion points have been. Mr. Stone said the vision, implementation and what alternatives are being considered.

**Road to ROD:**January

- Environmental Program: approach, goals, objectives
- Preferred Alternative: Refine

February

- Environmental Program: Draft mitigation concept

March/April

- Environmental Program: Environmental Mitigation Concept
- Concurrence Point #3 & Preliminary FEIS

June 28: Publish FEIS!August: Record of Decision

Mr. Stone said the ROD would be the public policy decision made at the federal level.

Mr. Cummings took over the meeting's lead to give an update on the Corridor Environmental Program (CEP).

**CEP Implementation: Purpose:**

Build on CEP and Early Action Environmental Decision Process

- Define a strategy and process that leads to:
  - ESA Consultation
  - Specific compensatory mitigation and stormwater approaches
- For use in:
  - Programmatic Biological Assessment(s)
  - General Permit(s)
  - Future project level decisions

Mr. Cumming said staff would be taking the program to a greater level of detail in the next months. He said they are building programmatic approvals.

**CEP Implementation: Approach:**

Three Phases:

- Phase One: Further define environmental strategy @ 1% level of design focusing on the SR-167 & I-405 Interchange area
- Phase Two: Apply strategy to total corridor @ the 5% level of design and secure programmatic approvals. (Subject to funding)
- Phase Three: Project level permitting (Subject to funding)

**ENVIRONMENTAL DEMONSTRATION PROJECTS**

Mr. Cummings said that demonstration projects let staff know how to address mitigation in the whole corridor. He said the concept is to complete mitigation better and faster and more economically than if done on a project-by-project basis.

**CEP Implementation: Demonstration Project:**

- Pilot the early-action mitigation decision-process;
- Agreed upon level of compensation for the unavoidable impacts;
- Mitigation site selection criteria that can be used for future corridor early-action mitigation projects; and
- Provide refinements and improvements for the early-action mitigation process that will be used in the future for the entire corridor.

Mr. Cummings said staff would probably be focusing on the SR 167/I-405 area. He said the site selection would be based on coming up with the criteria for mitigation prioritization.

**CEP Implementation: Proposed Mitigation Task Force:**

- City of Renton; City of Tukwila;
- King County;
- Federal Highway Administration;
- WA. Dept. of Ecology;
- WA. Dept. of Fish and Wildlife;
- U. S. Army Corps of Engineers;
- National Marine Fisheries Service;
- U. S. Fish and Wildlife Service; and
- U. S. Environmental Protection Agency

Mr. Cummings said most of the work would initially be in Renton and Tukwila. He said that any agency that wants to participate in the process is more than welcome.

**REVIEW IMPLEMENTATION PLAN OPTIONS**

Mr. Stone resumed lead of the meeting's discussion.

He reviewed the Updated Funding Process/Schedule. Mr. Stone said RTID has decided to go for a Spring '03 vote that has shifted the schedule around a little. He said staff is still pressing to get a package together by fall, which is why special Executive Committee meeting might be called.

Mr. Stone said RTID is looking at probably a \$6 billion funding level.

**Funding and Phasing Process to Date:**

- Feb: Subcommittee begins Developing Funding and Phasing Plan
- March: Legislature establishes Ref. #51
- April: RTID Established
- May: Principles Approved and Preliminary Concepts Developed
- June: Draft Implementation Options, Design Workshops with Local Cities
- July: Finalize Implementation Plan

Mr. Stone said it is obvious the committee wants full funding, but staff still needs to come up with different funding scenarios to respond to requests.

**Questions for Today:**

- Are you comfortable with the current range of implementation scenarios?
- Do the scenarios provide enough flexibility to incorporate a wide range of funding possibilities?
- Does the mix of elements reflect the implementation principles?
- Do you recommend Option B be approved by WSDOT Secretary as Ref. 51 implementation concept?

**I-405 Implementation Principles:**

- Fulfill the Vision
- Worst First
- Finish Complete Logical Segments
- Geographic Investments
- Modal Balance

- Achieve Early Actions
- Early Environmental Action
- Minimize Overall Costs & Risks
- Minimize Construction Impacts

Mr. Stone said the project is moving towards the ultimate vision - a balanced approach between freeway, transit and arterials. He said this approach also drives the project towards a high level of funding. He said the different funding packages are the foundation for the high-level funding package (the PA).

Mr. Stone said noted that the Renton area is the worse for congestion in the corridor.

**Legislative RTID Criteria:**

- Reduce congestion
- Improve safety
- Improve air quality
- Increase daily and peak period person and vehicle capacity
- Reduce person and vehicle delay
- Improve freight mobility
- Cost effective

Mr. Stone reviewed the Implementation Scenarios:

- High - Full Funding
  - Full corridor build out of preferred alternative
  - \$10.9 billion
- Medium – Option A
  - Completes SeaTac – Bellevue; Kirkland, Bothell Improvements
  - \$6.0 billion
- Low – Option B
  - Completes SR 167 interchange; Bellevue, Kirkland, Improvements
  - \$1.8 billion

He noted the \$6 billion medium scenario is not a set amount. It is just a placeholder.

Senator Horn said the high funding scenario should say it includes Referendum 51 and the regional money.

Mr. McKenna asked what the next logical elements would be to include in Option A after Option B elements are completed.

Chairman Kargianis also asked for alternatives to the currently considered elements.

Mr. Stone said staff would provide these at the next meeting. He said staff is working on several different options for Option A.

The Chairman asked if all the options can support Referendum 51. Mr. Stone said yes, they are all building blocks from which future investments could build upon. Chairman Kargianis said staff should emphasize this fact. Mr. Stone said that Referendum 51 is the first action of the incremental financing towards building the vision.

Mr. Putter asked why, if they are including \$100 million for pre-construction up to Bothell, aren't they including Snohomish County. He said there is discussion that Snohomish is now looking at their part of I-405. Mr. Stone said they have looked at 5 percent design and enough to get the environmental mitigation part set up.

Mr. Putter asked if they could show some progress in Snohomish country through reconstruction. This might be encouragement to Snohomish to include their portion of I-405 in R 51. He said a member of Snohomish County said there was a possibility they might consider this. He said he would like to encourage them to get as much done as quick as possible.

Ms. Marshall said she supports Mr. Putter's idea. She said the executives understand a lot of people travel from county to other county every day. She said she supports full corridor build out and they need to remind their counterparts that everyone is working together to build a whole system. She said that I-405 shouldn't be left out.

Ms. McBride said she doesn't remember seeing the northern part of I-405 as being the most congested area. She said it doesn't meet the test of worst first. She said she is concerned R 51 will be building a substandard facility. Mr. Stone said staff has been holding workshops. They've had the opportunity to meet with Snohomish County staff, too. He said the project's improvements would allow traffic to get off outside lanes and use inside lanes.

Mr. Putter said Snohomish County money would pay for its own improvements. He emphasized the improvements won't come out of Kirkland dollars. He said one of way to encourage Snohomish County's recognition of their needs, is to give them pre-construction money that would encourage them to support it in their level of funding.

Mr. Paylor said he hopes they can reallocate to include some pre-construction money in the current revenue package.

#### **I-405 Tukwila to Lynnwood - Low Scenario:**

Completes SR 167 Interchange with Bellevue and Kirkland Improvements

- Adds lanes on I-405 in Renton area including rebuilding SR 167 interchange
- Adds lanes to SR 167 from S. 180<sup>th</sup> to I-405
- Adds lanes to southbound I-405 from SE 8<sup>th</sup> to I-90
- Adds lane northbound from 112<sup>th</sup> Ave. to I-90
- Adds a SB lane from SR 522 to NE 60<sup>th</sup> in Kirkland
- Adds a NB lane from 70<sup>th</sup> to 124<sup>th</sup>
- Adds 50 lane miles and 1 freeway-freeway HOV ramp

#### **Major Components – Referendum 51, \$1.8 B:**

##### HOV/Transit:

- HOV - \$130 M
- Transit - \$10 M
- TDM - \$ 10 M

##### Roadway:

- GP - \$1.62 B

##### Arterials:

- \$0

**Referendum 51 - Major Elements:**

Transit	10 M
TDM	10 M
ITS	10 M
Adv. Env Mitigation	10 M
Pre-construction	100 M
SR 167 connection	900 M
Coal Creek	100 M
Wilburton Tunnel	100 M
Kirkland	100 M
<u>Bothell</u>	<u>10 M</u>
Year 2002 Dollars	1350 M
<u>Escalation &amp; Risk</u>	<u>x30%</u>
	\$1.77 B

Mr. Stone said transit dollars would be used only for maintenance of traffic as construction mitigation. He said ITS money is for the same thing, but they may also be able to include quick actions.

**Option B Performance:**

- Relieves congestion bottleneck at I-405/SR 167 connection
- Improves safety in congested areas
- Reduces backups on SR 167 approaching I-405
- Reduces peak period delay between Bellevue and Tukwila by smoothing out flows
- Improves freight movement through corridor
- Eliminates Wilburton weave in Bellevue with better access to I-90
- Fixes congestion 'hot spots' in Kirkland

Mr. Stone said the performance improvements equal about a 10-minute travel time savings per driver each day. Mr. Stone laid out Option B designs for the group to review.

**RECOMMENDATIONS AND FEEDBACK ON CONCEPTS**

Ms. Ives asked for the project to provide exclusive access times to freight drivers in the Green River area so they know when they have ROW. This will encourage them to use the facility at certain points of time. Mr. Stone agreed that freight movement in this area is huge. SR 167/I-405 is a major truck route.

Mr. Cummings said 6 percent of movement in the area comes from freight - the highest in the corridor.

Mr. Putter asked about the new lane from SR 169 southbound to SR 167. Mr. Stone said staff is looking at two new lanes thru the "s" curve areas. He said they will have to relocate BNSF structure in some parts and there will be some impacts.

He said they are looking at Bellevue/Kirkland for pre-construction needs. He said that by a performance standpoint, they are doing worse first areas first.

Mr. McKenna said this shows what people will get for their money if they vote for R 51. He said the referendum would provide value throughout the whole corridor.



Chairman Kargianis asked if they have analyzed the cost of putting one lane thru Lynnwood from the South Bellevue area. Mr. Stone said no.

Ms. Ives said she is supportive of secondary access, but the interchange at SR 520 and I-405 causes big slow ups. If this interchange isn't done, they will be encouraging more arterial activity. She said this should be in the R 51 package.

Mr. Stone said the main interest in Kirkland is rebuilding the Totem Lake area.

Mr. Putter asked for clarity on ROW acquisition. How much ROW acquisition will take place for R 51? Mr. Stone said very minimal, basically all improvements are in existing property.

Mr. Mosher said it's important to do improvements in areas where voters will actually see changes. Therefore they will be encouraged to vote for more improvements.

Ms. McBride said Kirkland just wrote a letter that supports the R 51 concept. However, this map shows that all lanes and shoulders in this area will become substandard right. She said Kirkland would like to discuss this, and mitigation strategies to make sure the roadway remains safe, at a council meeting.

Mr. Putter asked if she is speaking for herself or the city. Ms. McBride said Kirkland's letter includes these points.

Mr. Putter said they may be substandard, but are still safe. He said they are just being used for transition. Ms. McBride emphasized that Kirkland wants it to be safe.

Mr. Paylor asked for data showing how the improvements will improve traffic. Mr. Stone said this data is hard to get. He said staff needs to take more of a look at it before deciding what to report out.

The group reconvened after reviewing the design maps.

Mr. Mosher said staff needs to work on the sale of R 51. He said an anti-road group says the referendum is just adding lanes, but what the project is actually doing is making the system efficient.

Chairman Kargianis said they also have to emphasize that R 51 elements are multi-modal.

#### **Question for Today:**

Option B tackles worst congested areas first

- Builds toward ultimate vision
- Addresses needs throughout the corridor

Do you recommend Option B package be approved by WSDOT Secretary as Ref. 51 implementation concept?

Ms. Pflug said she wants to make a two-part motion. The first motion is for the committee to recommend to the Secretary of Transportation that Option B be approved as the R 51 recommendation. She said the second part is that this committee reemphasizes its commitment to full funding as the RTID package.

Chairman Kargianis clarified that Ms. Pflug is making a motion that the committee support full funding but also make various steps that can be done in supporting phases. He said she doesn't want to limit the improvements to worse first, she also wants the full package.

Her motion was seconded.

Mr. Stone said the commission is looking at budgeting. He said staff is trying to define the scope of work for \$1.77 billion. He said his understanding is that the department will be delivering a scope to what the vision will be.

Senator Pflug said they want to reiterate their support for the full funding option, and in addition recommend to the commission that R 51 implementation be the Option B package.

Senator Horn said Option B is the first step towards achieving the vision. He said the committee should recommend that the transportation commission and the secretary recommend it.

Mr. McKenna said they want to reiterate their full funding desire and also send a clear message of their support for the Option B package that is a worst first approach. He said the funding and phasing subcommittee would continue to hammer out the RTID package. He said it would be fuller than Option A. He said they would bring it to the next Executive Committee meeting.

**The committee unanimously passed the motion** to reiterate their support for the full funding option, and in addition recommend to the commission that R 51 implementation for I-405 be the Option B package.

Mr. McKenna said Option B relieves congestion in South King County, but every time he goes to S. King County, he has to remind them that the I-405 project is their package, too. He said that as S. King County comes up with its recommendations for its share of investments, it sometimes forgets I-405. He said the project improvements are weighted toward the south end and S. King County needs to count that in their share.

Ms. McBride complimented staff on their engineering solutions. She asked if the south end is as excited. Mr. Stone said Renton is, but he doesn't know whether other cities are.

Mr. McKenna said staff needs to take this presentation down to those cities, including Federal Way.

Mr. Kargianis asked PRR to perform some outreach to the press on the Option B improvements.

Mr. Putter said it's important to recognize that the mayors of Kent and Auburn have been campaigned heavily for investments in their area, but they aren't even aware what the R 51 package will do for SR 167. He said staff needs to let them know that the beginning implementation on I-405 is directed towards improving that area.

Chairman Kargianis said they would prepare an op-ed piece.

Mr. Stone said staff is providing a packet reflecting Option B.

Mr. Stone reviewed the **I-405 Tukwila to Lynnwood, Medium 6.0 Scenario:**  
Completes Sea-Tac Airport to Bellevue with Kirkland, Bothell Improvements

- Adds up to two lanes in each direction from Sea-Tac Airport to Bellevue with truck climbing lanes
- Adds lanes to SR 167 from S. 180th to I-405
- Adds one lane in each direction through Kirkland including interchange rebuilds for continuous lanes
- Implements bus rapid transit with transit centers and HOV direct access
- Builds new arterials
- Expands van pool program
- Requires added funding for future phasing

**Major Components – Medium \$6 Billion:**

HOV/Transit:

- HOV - \$1.03 B
- Transit - \$740 M
- TDM - \$ 100 M

Roadway:

- GP - \$3.75 B

Arterials:

- \$380 M

Chairman Kargianis asked what it would cost to get one lane going beyond Kirkland. He said he would like the information before the next funding and phasing meeting. Mr. Stone said he could provide this information.

**Medium – Major Elements:**

- 400,000 hours bus service by 2012
- 10 Bus rapid transit stations
- 53 Bus rapid transit and 72 local coaches
- 4 Transit centers
- 4000 Park and ride spaces
- 1000 Van pools
- 4 Freeway-to-Freeway HOV ramps
- 4.5 Direct access ramps
- 100 lane miles

**Option A Performance:**

- Substantially reduces delay on I-405 between Bellevue and Tukwila and improves safety
- I-405 serves up to 50% more people with reductions on parallel facilities
- Reduces backups on SR 167 approaching I-405
- Improves freight movement through corridor
- Removes congestion 'hot spots' in Kirkland and provides new access in Totem Lake
- Improves transit options for travelers throughout corridor, including BRT
- Need for follow-up improvements in north end to balance freeway system performance

**I-405 Tukwila to Lynnwood – PA, Full Funding:**

Full build-out of preferred alternative

- Adds up to two new lanes in each direction, with truck climbing lanes
- Adds lanes to SR 167 from S. 180<sup>th</sup> to I-405
- Adds new bus rapid transit system and transit increase
- Build direct access, P & R, flyer stops, transit centers
- Expands van pool program
- Builds new arterials

### **Major Components – Full Funding \$10.9 B:**

#### HOV/Transit:

- HOV - \$1.35 B
- Transit - \$880 M
- TDM - \$ 100 M

#### Roadway:

- GP - \$7.4 B

#### Arterials:

- \$ 1.2 B

### **PA - Major Elements:**

- 400,000 hours bus service by 2012
- 11 Bus rapid transit stations
- 53 Bus rapid transit and 72 local coaches
- 6 Transit centers
- 5000 Park and ride spaces
- 1700 Van pools
- 5 Freeway-to-Freeway HOV ramps
- 6 Direct access ramps
- 170 lane miles

### **TOLLING ANALYSIS UPDATE**

Mr. Cummings took over the meeting's lead.

#### **Introduction:**

- Major corridor projects exploring tolling
- RTID interested in tolling
- Corridor projects interact – e.g., diversion – necessitating systems analysis
- –WSDOT contracted with Parsons Brinkerhoff

#### **What We Found Out:**

- More analysis is needed including that necessary to accurately predict exact amounts of revenue generated
- Roles of RTID, Transportation Commission and Legislature regarding tolling need clarification
- Policy objectives for tolling need clarification

### **Current Status of Toll Revenue “Guesstimates”:**

#### If Corridors Trolled Individually

- Alaskan Way Viaduct: \$ 6 – 9.5 million per year (2014)
- SR 520: No reliable information yet available
- I-405 Corridor (HOT Lane Concept): \$20 – 40 million per year (2020), Other concepts not yet analyzed.
- *Confidence level: very preliminary*

- *Implementation issues: numerous*
- *Traffic diversion & impacts*

Mr. Cummings said the Viaduct has limited peak periods.

Mr. Putter asked if staff could get information on how many hours are spent in congestion. Mr. Cummings said staff would try to get the information.

Mr. Cummings said these numbers don't include operation and maintenance or capitol costs of installation.

### **Current Status of Toll Revenue "Guesstimates":**

#### If corridors tolled as part of regional system

- Alaskan Way Viaduct: \$8 - \$15 million
- SR 520: \$23 - \$40 million
- I-405: \$64 - \$119 million
- System Total: \$250 - \$460 million

*Confidence level: very preliminary*

*Implementation issues: numerous.*

*Annual revenue in 2014 dollars*

Mr. Cummings said the reason why staff picked the year 2014 is because it is a time staff thinks all the systems would be available at once.

### **National Comparisons:**

#### Toll Rates

SR 91: \$.10-.48 / mile

I-15: \$.09-.50 / mile

Harris Co.: \$.05 - .12 / mile

NJ Turnpike: \$.05-.07 / mile

*PB Analysis: \$.05-.29 /mile*

Mr. Cummings said these numbers are in current dollars.

Mr. Cummings said staff only performed the analysis so the committee could have a point of discussion. He said they haven't gone into much detail. He said they tried to look at arterial impacts in the system. He said the miles traveled on the arterial system didn't increase in the initial study.

Ms. Marshall asked them to look into making certain arterials off-limits as an option to tolls.

Chairman Kargianis asked if there is any chance tolls would be removed later. He asked if the generated numbers include permanent tolling.

### **General Conclusions:**

- The larger tolled network generates greater revenue
- Tolling of individual facilities generates less revenue
  - Tolls on the major new planned investments (I-405, Alaska Way Viaduct (AWV) and SR-520) will impact travel patterns on other major corridors (I-5 and I-90)
- Additional analysis is needed prior to making decisions on tolling:
  - Investment Grade Analysis

- Better understanding of system impacts
- Phasing and construction impacts

Mr. Cummings said phasing has a big impact on whether they can toll.

Senator Horn said depending on where the generated revenue will be spent; they may have a problem with the public. Mr. Cummings said there is a range of opportunities. Senator Horn said they need to have constitutional protection.

Chairman Kargianis thanked Ms. McBride for bringing the Kirkland letter from the mayor to the meeting.

Mr. Paylor asked about tolling guesstimates. Mr. Cummings said the level of analysis did not differentiate between funding options. Mr. Paylor said that if you think of freeway improvements as investments, I-405 would generate the most revenue, which means it is of the greatest value to the region. He said they already know that most people use this facility.

Mr. Mosher said another benefit of tolling is making sure they can move business traffic and products thru the area. He said it would facilitate business in the area.

Mr. McKenna said it facilitates and also guaranties a freight access route.

Mr. McKenna asked if they would provide additional HOT lane analysis. Mr. Cummings said staff has noted his request.

Mr. Putter said the eastside doesn't have many parallel options. He said staff needs to find out what their options are.

Chairman Kargianis adjourned the meeting at 11:22 a.m.

